

SUMMARY OF The St. Louis Republic Friday, September 1, 1905.

THE WEATHER. FORECAST. St. Louis and vicinity. A.M. 6-71 8-77 10-83 11-84 12-86 P.M. 1-87 2-89 3-91 4-90 5-89 6-88 7-86 8-85 9-84 10-83 11-82 12-81

ARCTIC EXPLORER RILLIET TO BRING BRIDE TO ST. LOUIS

Young Lady Lives in New York and They Have Been Engaged for Three Years—His Mother Receives a Letter in St. Louis From Him in Which He Relates His Arrival at Norway From "Arctic Hell."

From facts gleaned last night, it is quite likely that Charles E. Rilliet, a member of the North Pole expedition, will return to the United States within the next few months, to claim a bride. The young woman resides in New York City, and, according to information, the young Arctic explorer has been engaged to her for more than three years.



CHARLES E. RILLIET, Dressed as a wealthy Scandinavian. He is soon to wed a young lady in New York.

Mrs. Catherine M. Rilliet, mother of the venturesome youth, yesterday received a letter from him, and discussing its contents, related her son's experience with Capt. Young Rilliet became acquainted with the fair resident of New York about the time he returned to the United States after his first attempt to explore the "Land of the Midnight Sun," she said.

He was introduced by a friend, and almost immediately afterward both became infatuated with each other. Mrs. Rilliet would not make public the name of the young woman, nor would she tell further of the romance.

The letter received by Mrs. Rilliet from her son was the first communication received from him, excepting the cablegram August 13, since he sailed for the frozen North, nearly two and one-half years ago. The letter was dated August 12, and was written at Tromsø, Norway. In it he said that he left the "Arctic Hell" August 1, and arrived in Tromsø August 11.

WASHINGTON BANK IN NEW HANDS

Syndicate Headed by Isaac A. Hedges and James Wilson Purchases Stock of Institution at Fourteenth Street.

The Washington National Bank, at Fourteenth street and Washington avenue, yesterday came into control of a syndicate composed of James Wilson, president of the Wilson Stone and Manufacturing Company; Isaac A. Hedges, manager of the Cupples Station property of the Washington University, and several capitalists whose names are for the present withheld.

The change is made for the purpose of increasing the capital stock and extending the business of the institution. Pope Sturgeon, who was for many years connected with the Mechanics' Bank, will be cashier. Mr. Sturgeon has, consequently, abandoned his project of starting a new bank at Fourth street and Chouteau avenue. Mr. Hedges will be president and Mr. Wilson vice president.

"FIGHTING SERGEANT" NOLTE AT LAST MEETS HIS MATCH.

Valiant Follower Surrenders to His Bride, Who Was Mrs. Adelaide Wagner.

Louis Nolte, the "fighting sergeant," lost his first battle yesterday afternoon when one of Dan Cupple's darts pierced his heart. Sergeant Nolte and Mrs. Adelaide Wagner of No. 213A North Tenth street were married in the parlors of St. Michael's parsonage, the Reverend Father Michael McCabe officiating.

The bridegroom is one of the most popular members of the police force. For several years he has been in charge of a precinct in the Central district, but recently he was transferred for duty in the West End.

PASSENGERS HELD IN TUNNEL.

Outgoing Train Sticks Underground for Half Hour.

Passengers on Washash train No. 30, the Decatur, Ill., accommodation, had a trying experience last night shortly after leaving Union Station.

In the tunnel, the train was checked by the order board and, when the latter was dropped to "clear," the engineer was unable to budge the seven cars on the grade.

PASSIONIST ORDER CHANGES.

Very Reverend Dennis Calligel Heads St. Louis Branch.

Pittsburg, Pa., Aug. 31.—Many changes will be made in the Passionist Order, as a result of an election of rectors for the various houses. The election took place yesterday at St. Paul's monastery, it being the second day of the triennial chapter of the Passionist Order.

The elections in the order today included: First, Very Reverend Justin "Curé" of St. Charles, St. Louis; Very Reverend Dennis Calligel, St. Joseph; St. Paul of Kansas; Very Reverend Christian McGarvey.

RIG HIT BY CAR; THREE ARE HURT

Taylor Avenue Coach Collides With Vehicle and Dashes It—Occupants to the Street—Young Woman Badly Shaken.

Three persons were injured, one of them seriously, in a collision between a Taylor avenue car and a light rig on Euclid avenue near Duncan avenue, last night. Miss E. Roehl of No. 291 Pine street was a badly hurt that it was necessary to remove her to St. John's Hospital. Her male companion escaped with cuts and bruises about the body.

Howard Graham of No. 57 North Euclid street, and Miss Roehl were driving north on Euclid avenue last evening when they were thrown in all directions by the impact of the car.

The street is not well lighted at this point. Before the occupants of the rig were aware that the car was near, the vehicle was struck and partly demolished.

Miss Roehl fell heavily on her right arm, breaking it. She lay in the street in a semiconscious condition for several minutes. At first it was thought she was seriously injured, and an ambulance was called, which conveyed her to St. John's Hospital.

There it was found she suffered a fracture of the right arm and bruises about the body. The physicians at the hospital do not think that she was injured internally, although she complained of severe pains in the side.

Graham and Thornburgh went to their homes in a street car.

ST. LOUIS GIRL ESCAPES IN COLORADO CLOUDBURST.

Miss Gladys Gerhard and Party of Friends Escaped by Flood Which Barely Missed Destroying Them.

Denver, Colo., Aug. 31.—Miss Gladys Gerhard of St. Louis narrowly escaped death in a flood caused by a cloudburst in the mountains yesterday.

With four Denver friends and a chaplain, Miss Gerhard was out driving when overtaken by the torrent. Thirty seconds later a wagon with six women and a child was being swept away in a torrent five feet deep, which churned through a mountain gulch with terrific force, uprooting trees and moving huge boulders.

Taking a chance with death in order to escape, the driver lashed his horses across the path of the cloudburst, the bridge and road coming in from the flood as the frightened team dashed up the mountain side to safety.

BALDWIN'S RECORD IN SPANISH-AMERICAN WAR.

Professor John E. Baldwin had been making balloon ascensions since he was 23 years old. While in mid-air he would do all sorts of nerve-racking feats, one of which was to hang by his feet from a balloon. His idea was to get a motor of sufficient strength to go against the wind and not be too heavy for the gas reservoir.

Several years ago he conceived the idea of producing rain by sending up a hundred balloons from different points, and when at a certain height to explode simultaneously, so that the rain would come from all balloons, but nothing ever came of it.

Baldwin was in the United States service at Santiago as a balloonist. An important feature of the army operations during the Spanish-American War in Cuba was the use of two balloons to make observations of the Santiago fortifications.

Baldwin did some very creditable work along this line. Professor Baldwin spent more than \$1,000 trying to perfect an airship that would sail against the wind. His idea was to get a motor of sufficient strength to go against the wind and not be too heavy for the gas reservoir.

Several years ago he conceived the idea of producing rain by sending up a hundred balloons from different points, and when at a certain height to explode simultaneously, so that the rain would come from all balloons, but nothing ever came of it.

Baldwin was in the United States service at Santiago as a balloonist. An important feature of the army operations during the Spanish-American War in Cuba was the use of two balloons to make observations of the Santiago fortifications.

Baldwin did some very creditable work along this line. Professor Baldwin spent more than \$1,000 trying to perfect an airship that would sail against the wind. His idea was to get a motor of sufficient strength to go against the wind and not be too heavy for the gas reservoir.

Several years ago he conceived the idea of producing rain by sending up a hundred balloons from different points, and when at a certain height to explode simultaneously, so that the rain would come from all balloons, but nothing ever came of it.

Baldwin was in the United States service at Santiago as a balloonist. An important feature of the army operations during the Spanish-American War in Cuba was the use of two balloons to make observations of the Santiago fortifications.

DYNAMITE BLOWS SOARING AERONAUT INTO FRAGMENTS

Twenty-five Thousand Persons Witness Explosion in Balloon of J. E. Baldwin of Spanish War Fame.

WIFE SEES THE TRAGEDY.

Disaster Takes Place at an Elevation of Two Thousand Feet, When Craft Appears as but a Mere Speck in the Sky.

Scarcely a minute after Private Watchman Michael Burke had passed from beneath the old Round Top Market, on Broadway near Middle street, at 12:16 last night, the greater part of the western wall of the structure collapsed, burying both Broadway car tracks under many tons of brick.

With a roar that could be heard for blocks around, the old structure caved in for fifty feet on the Broadway side, the portion of roof which was still remaining on the northwest corner of the structure falling into the interior of the building. The market had recently been ordered torn down by Building Commissioner Smith.

With the collapse came a shower of bricks and rafters to the car line below, and at one point on the northbound track the debris was piled to a height of twenty feet. It was impossible to use the track last night.

On the east side of the building enough material fell to destroy electrical connections and to break connecting wires on several poles. The collapse is supposed to have been caused, primarily, by the fact that the east side of the building was being wrecked and the wall removed.

So great was the crash that residents in adjoining blocks rushed to the street, believing another earthquake had come. In the Ashley building, almost a panic prevailed, dwellers in the crowded tenement thinking that something terrible had happened.

Within two minutes of the fall of the market, the streets were crowded with excited dwellers of the neighborhood, forcing residents from the poorer sections of Middle street, being in the majority. They speculated and gambled excitedly, and crowded so close to the building that the police had trouble in keeping them back.

What is considered wonderful by the police is the fact that no person was hurt. On account of the hot weather, many were sitting on the pavements opposite the market, and on adjoining blocks, while there was a sprinkling of passers-by. To the fact that the market occupied a small block by itself, extending between Middle and O'Fallon and Fourth street and Broadway, thus giving no person except the police cause to pass that side of the street, is probably due the fact that no casualty occurred.

What is also considered fortunate in the extreme is the fact that, although cars from the downtown region were running to the north end of the city about this hour, along the Broadway tracks, no car was near the scene at the time the wall caved in. The collapse came at an opportune moment, but it is not known what caused it to cave at that particular moment.

Witnesses tell of fall. About two minutes before the collapse took place, or about 12:13, Frank Wulfer of No. 80 Curv avenue and Dennis Garmon of No. 112 Middle street were walking south on Broadway. As they reached the northeast corner of the structure they heard an ominous cracking, although they were on the opposite side of the street.

They turned to see what was causing the noise, and could hear continued cracking within the structure. Wulfer said that they waited for fully two minutes with the snapping noises coming loudly and at intervals.

Then, with one roar which shook the surrounding neighborhood, the massive wall of the structure fell toward them while the roof of the old building, such as had not already been torn down by the workmen, went crashing into the interior of the market.

The old brick fell in a mass half way across the street, the shock of their impact shaking neighboring structures and making the inhabitants believe that an earthquake had occurred.

"We could tell something was the matter when we heard the noise inside," said Wulfer last night, "and the cracking kept becoming sharper, although it didn't keep up steadily. There would be a loud snap, then a series of lighter ones. Then would come a silence and another sharp crack."

"The crash when the wall fell was terrific, and although we were expecting it, the fall made us shake on our feet. The wall fell so suddenly that it seemed as if it were pressed behind it. It didn't totter and fall slowly. It seemed as if it was actually pushed out with force, and was fairly snapped down upon the car tracks."

Private Watchman Michael Burke had the most miraculous escape. He had passed by the building short time before he was struck, but he was not on the block and had then turned, undecided as to what was the cause of the cracking sounds within. As he was about to retrace his steps the end came.

HISTORY OF STRUCTURE. For the last two years the building has been deserted, excepting for a saloon at the south end and a roach butcher's stand at the north end.

At one time it was the most famous market in St. Louis and two generations ago it supplied the meat for the poorest families of St. Louis.

It was built in 1851, when the city limits had not extended as far west as Grand avenue and what is now Vandeventer avenue was then the suburbs of the city.

The property has been going into decline for the last ten years. When Charles Gerber & Son removed from the building three years ago it marked the end of a notable line of merchants who had their beginning at the Round Top.

After the butchers deserted the market it became a sort of a storehouse for the city. The Roas for the King Hotu parade were stored in the building.

Later on when the building became unsafe the city did not use it for a storehouse, and it became the prey of the elements, with the exception of the saloon and the Polish butcher's stand.

The recent earthquake shook the building so much that occupancy was considered dangerous and the adjoining and butcher vacated.

BALDWIN'S DEATH CLOSELY FOLLOWS THAT OF BROTHER.

REPUBLIC SPECIAL. St. Louis, Aug. 31.—Professor John E. Baldwin, who was blown to atoms in a balloon ascension at Greenville, O., to-day, was a San Antonio newspaper man named W. J. Baldwin, and with his brother, Clarence I. Baldwin, sold papers in the streets.

Yesterday Clarence I. Baldwin was found dead in a miserable hut, where he had been living in abject poverty. His faithful dog was keeping vigil over the corpse, licking its face when some hunters found the body. The news reached W. J. Baldwin, or Professor Baldwin, last night or early this morning.

There always was a strong bond of affection between the two brothers.

OLD ROUND TOP MARKET COLLAPSES

Watchman Escapes, but Noise Causes Panic in Ashley Building and Neighborhood.

Crash of Historic Structure, Recently Jarred by Earthquake, Covers Broadway With Tons of Bricks.

Scarcely a minute after Private Watchman Michael Burke had passed from beneath the old Round Top Market, on Broadway near Middle street, at 12:16 last night, the greater part of the western wall of the structure collapsed, burying both Broadway car tracks under many tons of brick.

With a roar that could be heard for blocks around, the old structure caved in for fifty feet on the Broadway side, the portion of roof which was still remaining on the northwest corner of the structure falling into the interior of the building. The market had recently been ordered torn down by Building Commissioner Smith.

With the collapse came a shower of bricks and rafters to the car line below, and at one point on the northbound track the debris was piled to a height of twenty feet. It was impossible to use the track last night.

On the east side of the building enough material fell to destroy electrical connections and to break connecting wires on several poles. The collapse is supposed to have been caused, primarily, by the fact that the east side of the building was being wrecked and the wall removed.

So great was the crash that residents in adjoining blocks rushed to the street, believing another earthquake had come. In the Ashley building, almost a panic prevailed, dwellers in the crowded tenement thinking that something terrible had happened.

Within two minutes of the fall of the market, the streets were crowded with excited dwellers of the neighborhood, forcing residents from the poorer sections of Middle street, being in the majority. They speculated and gambled excitedly, and crowded so close to the building that the police had trouble in keeping them back.

What is considered wonderful by the police is the fact that no person was hurt. On account of the hot weather, many were sitting on the pavements opposite the market, and on adjoining blocks, while there was a sprinkling of passers-by. To the fact that the market occupied a small block by itself, extending between Middle and O'Fallon and Fourth street and Broadway, thus giving no person except the police cause to pass that side of the street, is probably due the fact that no casualty occurred.

What is also considered fortunate in the extreme is the fact that, although cars from the downtown region were running to the north end of the city about this hour, along the Broadway tracks, no car was near the scene at the time the wall caved in. The collapse came at an opportune moment, but it is not known what caused it to cave at that particular moment.

Witnesses tell of fall. About two minutes before the collapse took place, or about 12:13, Frank Wulfer of No. 80 Curv avenue and Dennis Garmon of No. 112 Middle street were walking south on Broadway. As they reached the northeast corner of the structure they heard an ominous cracking, although they were on the opposite side of the street.

They turned to see what was causing the noise, and could hear continued cracking within the structure. Wulfer said that they waited for fully two minutes with the snapping noises coming loudly and at intervals.

Then, with one roar which shook the surrounding neighborhood, the massive wall of the structure fell toward them while the roof of the old building, such as had not already been torn down by the workmen, went crashing into the interior of the market.

The old brick fell in a mass half way across the street, the shock of their impact shaking neighboring structures and making the inhabitants believe that an earthquake had occurred.

"We could tell something was the matter when we heard the noise inside," said Wulfer last night, "and the cracking kept becoming sharper, although it didn't keep up steadily. There would be a loud snap, then a series of lighter ones. Then would come a silence and another sharp crack."

"The crash when the wall fell was terrific, and although we were expecting it, the fall made us shake on our feet. The wall fell so suddenly that it seemed as if it were pressed behind it. It didn't totter and fall slowly. It seemed as if it was actually pushed out with force, and was fairly snapped down upon the car tracks."

Private Watchman Michael Burke had the most miraculous escape. He had passed by the building short time before he was struck, but he was not on the block and had then turned, undecided as to what was the cause of the cracking sounds within. As he was about to retrace his steps the end came.

HISTORY OF STRUCTURE. For the last two years the building has been deserted, excepting for a saloon at the south end and a roach butcher's stand at the north end.

At one time it was the most famous market in St. Louis and two generations ago it supplied the meat for the poorest families of St. Louis.

It was built in 1851, when the city limits had not extended as far west as Grand avenue and what is now Vandeventer avenue was then the suburbs of the city.

The property has been going into decline for the last ten years. When Charles Gerber & Son removed from the building three years ago it marked the end of a notable line of merchants who had their beginning at the Round Top.

After the butchers deserted the market it became a sort of a storehouse for the city. The Roas for the King Hotu parade were stored in the building.

Later on when the building became unsafe the city did not use it for a storehouse, and it became the prey of the elements, with the exception of the saloon and the Polish butcher's stand.

The recent earthquake shook the building so much that occupancy was considered dangerous and the adjoining and butcher vacated.

ROBERTS MAY TAKE BLONG'S POSITION?

Governor Says Announcement as to Result of Visit Will Come in Few Days.

John C. Roberts Mentioned Along With Curtis M. Jennings, Henry Quellma, Floyd W. Jones and Others.

Well-known manufacturer, whose name is mentioned in connection with the Police Board.

FOR POLICE BOARD. John C. Roberts, vice president of Roberts, Johnson & Rand Shoe Company.

Curtis M. Jennings, lumber merchant.

Henry Quellma, president Mound City Manufacturing and Enamel Company.

Floyd W. Jones.

Mr. Maroney will stay where he is.

Governor Folk arrived in St. Louis early yesterday morning, and departed for Jefferson City last night. His visit was regarded by politicians as most important, in view of the fact that it had been semi-officially announced that his purpose in coming here was chiefly connected with the reorganization of the Board of Police Commissioners.

A short time before he left St. Louis Governor Folk said:

"If any change in the personnel of the Police Board shall be made, the announcement will come from Jefferson City tomorrow or the following day. Further than this I can say nothing, except that there will be no change of policy in the department. The police will be kept out of politics, and any change will be in furtherance of this principle. The department will not be permitted to be used as a machine except to enforce the law."

Outside of his statement that Mr. Maroney would retain his position as President of the Board of Election Commissioners, the Governor would throw no further light on the possible result of his visit to St. Louis.

Politicians were on the track of the executive all day. Among other things, they claim to have learned that Richard Hansen will not be dropped as a member of the Police Board. They are equally confident that Andrew Blong will step down and out.

John C. Roberts, vice president of the Roberts, Johnson & Rand Shoe Company, was prominently mentioned as the probable successor of Mr. Blong yesterday. Mr. Roberts is a Jefferson Club man, but he has always been an ardent champion of Governor Folk.

Close friends of the Governor also are said to have suggested the names of Floyd W. Jones, Curtis M. Jennings and Henry Quellma. The names of L. D. Kinsland and John F. Lee are said to have been suggested for consideration in case the Governor should not be able to make a choice from the other four.

MENTIONED FOR PLACE. Curtis M. Jennings is a member of the firm of Berthold & Jennings, lumber merchants, and Henry Quellma is president of the Mound City Manufacturing and Enamel Company.

L. D. Kinsland is president of the Manufacturers' Association and John F. Lee is a lawyer.

Those who believe that John C. Roberts will receive the appointment call attention to the fact that he has been a consistent Folk supporter, despite his prominence in the councils of the Jefferson Club. He is a practical man of affairs whose views are liberal enough to enable him to reconcile the Folk scheme of reform with the needs of a metropolitan city like St. Louis. It is said.

Throughout the period of his short stay in St. Louis, Governor Folk has been in the habit of making his headquarters at the home of Thomas Barrett, No. 225 North Twentieth street, St. Louis, injured about right side and head.

Frank Thomas Toledo, O.; injured about face and head.

George Bagley, Patoka, Ill. since that he had been employed and were on their way to work when the construction train on which they were riding jumped the track and the cars rolled down a steep embankment.

Greenwald and Boxman were caught beneath the wreckage, and crushed, the others being injured by the dirt and gravel falling from them.

Barrett and Bagley were almost completely buried in the dirt and half an hour was consumed in removing them.

WILL MEET TO-DAY TO END WAR

Both Witte and Komura Have Received Authority From Their Sovereigns to Make An Actual Peace.

CONFERENCE TO REASSEMBLE.

Takahira and Rosen Reached an Agreement Last Night to Hold Meeting to Arrange for Suspension of Hostilities.

TREATY NEAR COMPLETION.

Ten of Fifteen Articles Which Are to Constitute Pact Have Been Finished—Witte to Sail September 12.

BY ASSOCIATED PRESS. Portsmouth, N. H., Aug. 31.—Japan, through Baron Komura, has agreed to the immediate conclusion of an armistice.

At 11 o'clock to-night Mr. Takahira went to Baron de Rosen's room and explained that he and Baron Komura had received instructions to arrange terms of an armistice.

Baron Rosen immediately communicated with Mr. Witte, and it is probable that a meeting will be held to-morrow morning for the presentation of a complete suspension of hostilities preliminary to the arrangement of the details by the two Generals upon the battlefield.

Portsmouth, N. H., Aug. 31.—Rapid progress has been made to-day in the drafting of the treaty of peace. Baron Komura, at Mr. Witte's request, to-morrow will probably fix a day for its signature.

Rosen's consent to a suspension of hostilities reached Mr. Witte to-night in a cablegram from Count Lamederf, whom Emperor Nicholas has empowered to deal with the important phase of the negotiations.

Ten articles of the treaty already completed, with Mr. Denonson, performing his delicate and important task of drafting the treaty, that he was able to return from the navy yard to-night and report to Mr. Witte the practical completion of ten articles of the treaty.

It is expected the treaty will, in entirety, consist of fifteen articles, exclusive of the preamble.

Japan's original demands are said to have numbered thirteen. Only twelve were presented to Russia. President Roosevelt is credited with persuading the Japanese plenipotentiaries, before the convening of the conference, to withdraw one of the conditions which Mr. Roosevelt regarded as unjust.

Whether this thirteenth demand dealt with the fortifications at Vladivostok cannot be learned.

Having waived three of the demands presented, the indemnity, the interest on the loan and the limitation of Russia's naval strength in the far East, the Japanese final conditions were nine. Several of these, however, will be divided in the treaty and grouped into two or more articles.

WITTE HOPES TO SAIL. Mr. Witte is exceedingly anxious to sail for home on September 12. In the meantime he is to leave of President Roosevelt and personally present the thanks of his Emperor for the President's assistance.

He is, therefore, doing what he can to hasten the drafting of the treaty, which he would probably be prepared to sign by Tuesday or Wednesday of next week, at the latest, unless some obstacle should arise.

The only difficulties which have thus far appeared have been due to the ambiguous language of certain parts of the daily protocols which form the framework of the treaty. It is here that the Japanese plenipotentiaries are proving of assistance to Japan as well as to Russia.

Both Mr. De Martens and Mr. Denonson, who is also well-grounded in international law, are selecting with great care the language of each article in order that the Japanese should have no ground for differences in the future, and accurately record the exact spirit as well as the substance of agreements concluded in the conference by the plenipotentiaries.

It thus happens that the framers sometimes spend an hour in the selection of one word, to the end of finding that they are both striving to express the identical idea.

TWO DEAD; 4 HURT IN ILLINOIS WRECK

REPUBLIC SPECIAL. Danville, Ill., Aug. 31.—Two men were instantly killed and four injured in a wreck on the Danville and Indiana Harbor Railroad, one mile north of this city, this afternoon.

The dead: John Greenwald, Adrian, Mich. Fred Boxman, Murphysboro, Ill.

The injured: Thomas Barrett, No. 225 North Twentieth street, St. Louis; injured about right side and head.

Frank Thomas Toledo, O.; injured about face and head.

George Bagley, Patoka, Ill. since that he had been employed and were on their way to work when the construction train on which they were riding jumped the track and the cars rolled down a steep embankment.

Greenwald and Boxman were caught beneath the wreckage, and crushed, the others being injured by the dirt and gravel falling from them.

Barrett and Bagley were almost completely buried in the dirt and half an hour was consumed in removing them.

Greenwald and Boxman were caught beneath the wreckage, and crushed, the others being injured by the dirt and gravel falling from them.

Barrett and Bagley were almost completely buried in the dirt and half an hour was consumed in removing them.

Greenwald and Boxman were caught beneath the wreckage, and crushed, the others being injured by the dirt and gravel falling from them.

Barrett and Bagley were almost completely buried in the dirt and half an hour was consumed in removing them.

Greenwald and Boxman were caught beneath the wreckage, and crushed, the others being injured by the dirt and gravel falling from them.

Barrett and Bagley were almost completely buried in the dirt and half an hour was consumed in removing them.

Greenwald and Boxman were caught beneath the wreckage, and crushed, the others being injured by the dirt and gravel falling from them.

Barrett and Bagley were almost completely buried in the dirt and half an hour was consumed in removing them.

Greenwald and Boxman were caught beneath the wreckage, and crushed, the others being injured by the dirt and gravel falling from them.

Barrett and Bagley were almost completely buried in the dirt and half an hour was consumed in removing them.